

CHINA



MAIL.

Established February, 1845,

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXV. No. 5053. 號七十月九年九十七百八千一英

HONGKONG, WEDNESDAY, SEPTEMBER 17, 1879.

日二初月八年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE & GORCH, 30, Cornhill, GORDON & GORCH, Ladgate Street, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRAKE & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSNY, 19, Rue Monsieur, Paris, NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYIN & Co., Singapore, C. HENRIKSEN & Co., Manila.

CHINA:—Messrs A. A. DE MELLO & Co., Macao, CAMPBELL & Co., Amoy, WILSON, NICHOLS & Co., Foochow, HEDLEY & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALKER, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,400,000 Dollars.

COURT OF DIRECTORS.
Chairman—W. H. FORBES, Esq.
Deputy Chairman—H. W. KESWICK, Esq.
E. R. BELLIOS, Esq.
H. L. DALRYMPLE, Esq.
H. HOPKINS, Esq.
A. MOLVER, Esq.

CHIEF MANAGER.
Hongkong, THOMAS JACKSON, Esq.
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, August 16, 1879.

NOTICE.

ORIENTAL BANK CORPORATION.

THE AGENCY of this BANK at Foochow will be CLOSED and WITHDRAWN from 1st July next.
CURRENT DEPOSIT ACCOUNTS and FIXED DEPOSIT RECEIPTS will be PAID there AT ONCE with Interest to Date, or transferred to this Branch at the Exchange of the Day at the option of Constituents.
GEO. O. SCOTT, p. Manager.

Oriental Bank Corporation,
Hongkong, May 23, 1879.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th APRIL, 1862.

CAPITAL FULLY PAID-UP, £3,200,000. RESERVE FUND, £800,000.

HEAD OFFICE—14, Rue de la Paix, PARIS.

AGENCIES AND BRANCHES at:
LONDON, BOULBON, SAN FRANCISCO, MARSILLAS, BOMBAY, HONGKONG, LYONS, CALCUTTA, HANKOW, NANTES, SHANGHAI, FOOCHEW.

LONDON BANKERS:
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.
E. G. VOUILLEMONT, Manager, Shanghai.
Hongkong, May 20, 1879.

Banks.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.
At 3 months' notice 3½ per Annum.
" 6 " " 4½ " "
" 12 " " 5½ " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT, Acting Manager.

Oriental Bank Corporation,
Hongkong, September 4, 1879.

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS:—
For 12 months, 5 per cent. per annum.
" 6 " 4 per cent. " "
" 3 " 3 per cent. " "

H. H. NELSON, Manager.

Hongkong, May 31, 1879.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000. RESERVE FUND, £160,000.

Bankers.

THE BANK OF ENGLAND.
THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

ON CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

NOTICES OF FIRMS.

NOTICE.

THE Partnership heretofore existing between the Undersigned, under the Firm name of W. B. SPRATT & Co., has been THIS DAY dissolved by mutual consent, Mr J. M. EMANUEL retiring.
W. B. SPRATT.
J. M. EMANUEL.

THE Business of the above Firm will be CONTINUED as before under the Firm name of W. B. SPRATT & Co., of the COSMOPOLITAN DOCKS, who will collect all Accounts and pay all Demands against the late Firm.
W. B. SPRATT.
Hongkong, September 9, 1879.

NOTICE.

DURING my temporary absence from the Colony Mr ERNEST VAUGHAN WETTON will CONDUCT my BUSINESS, for which purpose he holds authority to Sign my name.
R. G. ALFORD, Surveyor, &c.

16, Queen's Road Central,
1st August, 1879.

NOTICE.

THE Undersigned has established himself at the Premises formerly occupied by LAMBERT, ATKINSON & Co., Peddar's Wharf, as

AUCTIONEER, APPRAISER AND COMMISSION AGENT.

All GOODS entrusted for SALE will be fully covered by FIRE INSURANCE.

G. R. LAMBERT.

Hongkong, July 1, 1879.

For Sale.

JULES MUMM & Co.'s CHAMPAGNE, in Quarts and Pints.

GIBB, LIVINGSTON & Co.

Hongkong, May 26, 1879.

WASHING BOOKS.
(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.
CHINA MAIL Office.

For Sale.

KELLY & WALSH HAVE JUST RECEIVED,
Large Assortment of CLOCK-WORK TOYS, FLOTTING DOLLS, INDIA RUBBER BALLS, &c., &c.

A New Stock of FRENCH NOVELS.

DAVID'S L'EMPIRE CHINOIS.

GERRET'S LES PRODUITS DE LA NATURE.

BOUSQUET'S LE JAPON DE NOS JOURS.

THOMPSON'S MALACCA AND INDOSIA.

HILL'S MANUAL OF BUSINESS FORMS.

LE SAINT Edition, PIRY.

BANCROFT'S HISTORY OF UNITED STATES.

Complete Set SCOTT'S WAVERLEY NOVELS, very cheap.

OGILVIE'S COMPLETE DICTIONARY HALF MOROCCO.

Complete Editions TENNYSON'S POEMS. VILLA GARDENING.

Small Size REPP NOTE PAPERS. QUILL PENS and NIBS.

STAMP ALBUMS.

NEW AMERICAN CITHORN.

GENERAL GRANT'S TRAVELS ROUND THE WORLD.

Hongkong, September 9, 1879.

FOR SALE.

THEOPHILE ROEDERER & Co.'s CHAMPAGNE, awarded the GOLD MEDAL AT THE PARIS EXHIBITION.

DRY VERZENAY MOUSSEUX: Quarts, \$17 per Case of 1 doz. Pints, \$18 " of 2 doz.

MEYER & Co., Agents.

Hongkong, August 21, 1879.

FOR SALE.

THE Undersigned offers for SALE at moderate PRICES, an Invoice of PRESERVED MEATS from the SYDNEY PRESERVED MEAT COMPANY.

Comprising: Baked Beef and Mutton, Corned Beef and Soup and Bouilli in 6-lb. Tins, Ox-tongues, Splend, Corned and Seasoned Beef, Roast and Corned Mutton, Sheep-tongues, Real Turtle Soup, Assorted Soups, Sheep's-head, Compressed Meats, Bacon and Ox-tongues, etc., in 2-lb. Tins.

Also,
(From Bordeaux),
CHATEAU DE FRAUDS, a Superior Breakfast Claret at \$5 per Case. A few Cases of LAFFITE.

G. R. LAMBERT.

Hongkong, July 17, 1879.

Intimations.

NOTICE.

THE Undersigned has been appointed AGENT for the SAN FRANCISCO BOARD OF UNDERWRITERS.

WILLIAM NOTT.

Hongkong, September 4, 1879.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

CHINA NAVIGATION COMPANY, LIMITED.

THE Departures of these COMPANIES' STEAMERS on the HONGKONG-CANTON Route will be as under till further notice, commencing on the 8th Instant:—

KIN SHAN from Hongkong on MONDAYS, WEDNESDAYS, FRIDAYS, at 8 a.m.; from Canton on TUESDAYS, THURSDAYS, SATURDAYS, at 8.30 a.m.

JOHANG from Hongkong on TUESDAYS, THURSDAYS, SATURDAYS, at 8 a.m.; from Canton on MONDAYS, WEDNESDAYS, FRIDAYS, at 8.30 a.m.

The POWAN will run as a Nightboat, leaving Hongkong on MONDAYS, WEDNESDAYS, FRIDAYS, at 6 p.m.; Canton on TUESDAYS, THURSDAYS, SATURDAYS, at 5.30 p.m.

By Order of the Board of Directors,
P. A. DA COSTA, Secretary.

Hongkong, Canton & Macao Steamboat Company, Limited.

BUTTERFIELD & SWIRE, Agents.

China Navigation Company, Limited.
Hongkong, September 5, 1879.

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBURG & Co.

Intimations.

MITSU BISHI LINE.

FORTNIGHTLY COMMUNICATION WITH YOKOHAMA.

COMMENCING with SATURDAY, the 18th October, and every SECOND SATURDAY thereafter, at 4 p.m., the Steamship

"NIIGATA MARU,"

OR "TAKASAGO MARU,"

will be despatched for YOKOHAMA via KOBE.

MITSU BISHI MAIL S.S. Co.
September 12, 1879.

G. FALCONER & Co., WATCH AND CHRONOMETER MANUFACTURERS, AND JEWELLERS.

48, Queen's Road Central.

Hongkong, August 20, 1879.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in an Account of Business contributed during the Half-year ended 30th June, 1879, on or before September 30th, on which date the Accounts will be closed.

By Order of the Board of Directors,
D. GILLIES, Secretary.

Hongkong, September 3, 1879.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1878, AND THE FIRST 6 MONTHS OF 1879.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their CONTRIBUTIONS for the Year ending December 31st 1878, and for the SIX MONTHS from January 1st to June 30th 1879; in Order that the DISTRIBUTION of the Portion of PROFITS Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to October 31st next, will be adjusted by the Company and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers.

Hongkong, July 24, 1879.

NOTICE.

FROM the 1st OF OCTOBER, DR EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

Hongkong, September 23, 1878.

DENTAL NOTICE.

DR ROGERS will visit SHANGHAI during the Summer Months, leaving Hongkong on the 1st of April next, and returning about 1st November.

Hongkong, February 10, 1879.

Shipping.

Steamers.

FOR SHANGHAI (DIRECT).

The Steamship "GLENARTNEY,"

Captain AULD, will be despatched for the above Port on THURSDAY, the 18th Inst., at 11 a.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, September 16, 1879.

FOR SHANGHAI, YOKOHAMA AND HIOGO.

The Steamship "SCINDIA,"

Captain S. WINDHAM, will be despatched as above on FRIDAY Next, the 19th Inst., at Daylight.

For Freight or Passage, apply to MEYER & Co., Agents.

Hongkong, September 16, 1879.

FOR PORT DARWIN, COOKTOWN, SYDNEY AND MELBOURNE.

The Eastern and Australian Mail Steam Co.'s Steamer "MENMUIR,"

will be despatched as above on THURSDAY, the 9th October, at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, September 16, 1879.

Shipping.

Steamers.

AUSTRALASIAN STEAM NAVIGATION COMPANY.

FOR PORT DARWIN, COOKTOWN, SYDNEY & MELBOURNE.

Taking Cargo and Passengers at through rates for all Australasian and New Zealand Ports.

TASMANIA, NEW CALEDONIA & FIJI.

The Chartered Steamer "ATHOLL,"

THOMSON, Commander, will be despatched as above on or about the 18th Instant.

GEO. R. STEVENS & Co.

Hongkong, September 5, 1879.

FOR BRISBANE, SYDNEY AND MELBOURNE.

(Calling off the usual AUSTRALIAN COAST Ports).

The Eastern and Australian Mail Steam Co.'s Steamer "SOMERSET,"

will be despatched as above from SINGAPORE, on or about the 12th October.

For Freight or Passage, apply to the Undersigned, who will Sign through Bills of Lading.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, September 16, 1879.

Occidental & Oriental S. S. COMPANY.

NOTICE.

The Steamship "OCEANIC,"

Captain J. METCALFE, will be despatched hence for LONDON via SUEZ CANAL on or about October 20th, 1879.

FIRST-CLASS FARE to LONDON, \$300.

For Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

H. M. BLANCHARD, Acting Agent.

Hongkong, August 22, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TIGRE,"

Commandant REYNIER, will be despatched for SHANGHAI shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX, Agent.

Hongkong, September 8, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TIGRE,"

Commandant REYNIER, will be despatched for SHANGHAI shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX, Agent.

Hongkong, September 8, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TIGRE,"

Commandant REYNIER, will be despatched for SHANGHAI shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX, Agent.

Hongkong, September 8, 1879.

NOTICE.

Intimations.

NOTICE OF REMOVAL.

THE Undersigned begs to inform his Customers and the Public that he has REMOVED to No. 95, QUEEN'S ROAD CENTRAL. Same Address as before the fire.

TUNG CHEONG, Tailor.

Hongkong, August 20, 1879. se20

NOTICE.

KEROSENE OIL Landed and Stored in First-Class GODOWNS constructed expressly for the purpose.

For Terms, apply to

RUSSELL & Co.

Hongkong, August 26, 1879. se26

THE Undersigned have been appointed SOLE AGENTS for Hongkong and China for the Sale of their LEAD by the MICHAMBERG MINING SOCIETY.

MEYER & Co.

Hongkong, June 27, 1879. se27

Notices to Consignees.

NOTICE TO CONSIGNEES.

AMERICAN SHIP TWILIGHT, FROM NEW YORK.

CONSIGNEES of Cargo by the above-named Ship are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRALE & Co., Agents.

Hongkong, September 15, 1879. se18

FROM LONDON AND SINGAPORE.

THE S. S. *Loudoun Castle* having arrived from the above Ports, Consignees of Cargo are hereby informed that the Goods are being landed, at their risk, into the Godowns of Messrs NORBON & Co., whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

Optional Cargo will be forwarded on, unless notice to the contrary be given before 6 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 22nd instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

ADAMSON, BELL & Co., Agents.

Hongkong, September 15, 1879. se22

FROM LONDON AND SINGAPORE.

THE S. S. *Glenarney* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 o'clock To-morrow.

Cargo remaining undelivered after the 22nd instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.

Hongkong, September 15, 1879. se22

NOTICE TO CONSIGNEES.

THE STEAMSHIP *SCINDIA*, FROM LONDON AND SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby notified that the Cargo will be landed and stored at their risk in the Godowns of the Undersigned, (the Hongkong Wharf and Godowns, Wharves), whence and from the Wharf delivery may be obtained.

Goods remaining in Store after the 25th instant will be subject to rent.

Optional Cargo will be sent on, unless notice to the contrary be received before 4 p.m. To-day.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

MEYER & Co., Agents.

Hongkong, September 16, 1879. se24

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex *Pello*.

S. S. 1 parcel Samples, from M (in diamond) Shanghai.

Messrs Tate & Co., 1 parcel Tea Musters, from Shanghai.

G. DE CHAMPEAUX, Agent.

Hongkong, September 10, 1879. se25

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

NORMAN COURT, British barque, Capt. J. L. Dunn.—O. & O. S. S. Co.

ALEXANDER YATES, Canadian ship, Capt. J. W. Dunham.—P. & O. S. N. Co.

ROBERTSON, British 3-m. schooner, Capt. J. Collins.—Ochoing Woo.

Twilight, American ship, Capt. W. C. Wetland.—Douglas, Lapraik & Co.

FREDERICK, German 3-m. schr., Captain L. Petersen.—Wieler & Co.

To-day's Advertisements.

BILLIARDS! BILLIARDS!

ONE NIGHT ONLY!

HOTEL DE L'UNIVERS!
HOTEL DE L'UNIVERS!
WYNDHAM STREET, HONGKONG.

MR. HERBERT ROBERTS, The CHAMPION HAND STROKE PLAYER, Will give an Entertainment at the above HOTEL.

ON FRIDAY, September 19th.

Programme of Play; 500 up, HAND & CUE.

After which, the Best of Three Games of PYRAMIDS will take place.

AMATEUR RECEIVING TWO BALLS.

The Entertainment will close by Mr Roberts giving a full Programme of his World Astounding Fancy Strokes.

Play to Commence at 8 p.m. PROMPT. Admission.....\$1.

Tickets to be had at the above Hotel.

Hongkong, September 17, 1879. se20

CASTLE LINE OF STEAMERS.

FOR SHANGHAI, YOKOHAMA AND HIOGO.

The Steamship "*LOUDOUN CASTLE*" will be despatched for the above Ports at 7 a.m., TO-MORROW, the 18th instant.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, September 17, 1879. se18

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship "*NESTOR*," Captain T. W. FREEMAN, will be despatched on or about the 1st Proximo.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, September 17, 1879. se19

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sales Rooms, Praya, on

FRIDAY,

the 19th September, 1879, at Noon,—

HAIR OIL, Scent, Cologne Water, Florida Water, Toilet Soap, Japanese Swords, Pipes, Toys, Cream Laid Letter Paper, Choice York Hams.

50 Lefauchaux Revolvers with Cartridges.

50 Smooth & Rifle Barrelled Revolvers.

4 cases Gray Dunn & Co.'s Biscuits.

100 tins Richmond Mixture Tobacco.

Also,

50 casks Quarts Ind. Coope & Co.'s ALE, just arrived, in fine condition; and an Excellent Summer ALE.

25 cases Quarts De Lossy's SELECT OUVEE CHAMPAGNE, a really good Wine.

Hongkong, Sept. 17, 1879. se19

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

In the Matter of the Estate of WILLIAM PUSTAU, a Bankrupt.

NOTICE is hereby given, that a MEETING of the CREDITORS in the above Estate will be held before the Honorable CHARLES BUSHY PLUNKET, Official Assignee, at the Registrar's Office in the Supreme Court House, on WEDNESDAY, the first day of October next, at Eleven of the Clock in the Forenoon, for the purpose of Considering the most advisable Steps to be taken for distributing the Assets of the Estate.

Dated the 17th day of September, 1879.

BREKERTON & WOTTON,
Solicitors for the Official Assignee,
29 QUEEN'S ROAD.

NOTICE.

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

POINT DE GALLE,

ADEN, SUEZ, ISMATHIA, PORT SAID, NAPLES, AND MARSEILLES;

Also,

BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON TUESDAY, the 30th September, 1879, at Noon, the Company's S. S. *IRAOUADY*, Commandant MACE, with MAILS, PASSENGERS, SPROUE, and CARGO, will leave this Port for the above places.

Cargo and Speede will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Speede and Parcels until 3 p.m. on the 29th September, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 17, 1879. se30

SHIPPING.

ARRIVALS.

Sept. 16, *Kiungchow*, British steamer, 159, B. W. Goggin, Hoilow Sept. 11, General.—KWOX ACHONG.

Sept. 16, *Cheong Hock Kian*, British steamer, 950, Fred. Webb, Singapore Sept. 8, General.—BUS HIN ULAR.

Sept. 16, *Amoy*, British steamer, 814, G. H. Drewes, Shanghai Sept. 13, General and Treasure (Tls. 478,200).—STIMMER & Co.

Sept. 16, *Pasig*, Spanish schooner, 216, M. Erimago, Dagupan Sept. 12, Sapanwood.—DUNN, MELREX & Co.

Sept. 17, *Kwangtung*, British steamer, 674, J. Abbott, Foochow Sept. 14, Amoy 15, and Swatow 16, General.—DOUGLAS LAPRAIK & Co.

Sept. 17, *Me-li*, Chinese steamer, 181, R. Maraden, Haiphong Sept. 8, and Hoilow 10, General.—U. M. S. N. Co.

Sept. 17, *Dale*, British steamer, 641, Jan. Thompson, Bangkok Sept. 9, General.—YUEN FAT HONG.

Sept. 17, *Harmonie*, German schooner, from Whampoa.

DEPARTURES.

Sept. 17, *Sir Lancelot*, for Foochow.

17, *Echo*, for Newchwang.

17, *Amoy*, for Canton.

17, *Albion*, for Amoy, &c.

17, *Vence*, for Singapore, Penang, and Calcutta.

17, *Japan*, for Singapore, Penang, and Calcutta.

17, *Douglas*, for Coast Ports.

CLEARED.

Ernst, for Newchwang.

Vesta, for Newchwang.

Scindia, for Shanghai.

Kwangtung, for Newchwang.

Diamond, for Amoy.

Friedrich Perthes, for Tientsin.

Jessie McDonald, for Newchwang.

Ajax, for Amoy and Shanghai.

Faugh Balough, for Tientsin.

Yotung, for Swatow.

Glenarney, for Shanghai.

PASSENGERS.

Per *Kwangtung*, from Coast Ports, Messrs Roberts and Jones, and 161 Chinese.

Per *Kiungchow*, from Hoilow, 30 Chinese.

Per *Cheong Hock Kian*, from Singapore, 221 Chinese.

Per *Amoy*, from Shanghai, 64 Chinese, and 2 European deck.

Per *Me-li*, from Hoilow, &c., 16 Chinese.

Per *Dale*, from Bangkok, 32 Chinese.

DEPARTED.

Per *Emeralda*, for Manila, Capt. Cook, Messrs Butler, W. McG. Smith, and Dr. J. M. Brown.

Per *Japan*, for Singapore, &c., Hon. H. Low, Messrs J. Allison, W. Wilson, Williams, Lock Sow Thin, and 250 Chinese.

Per *Douglas*, for Swatow, Messrs Robert Craig, and A. Gillanders; for Amoy, Mr S. G. Bird.

SHIPPING REPORTS.

The British steamer *Kiungchow* reports: Strong E. to N.E. gales with heavy sea throughout. Passed S. S. *Me-li* off the Brothers at 3 p.m.

The British steamer *Cheong Hock Kian* reports: First part light monsoon and squally, latter part strong N.E. winds, and heavy sea with a strong current.

The British steamer *Amoy* reports: Left Shanghai at 9 a.m. on the 13th, first part of the passage had light easterly winds and fine weather, latter part fresh N.E. monsoon and squally weather. Arrived in Hongkong at 6 a.m. on the 16th inst.

The British steamer *Kwangtung* reports: Left Foochow the 14th inst., and arrived in Amoy the 15th inst., experienced strong N.E. monsoon, accompanied by squalls, and heavy sea. Left Amoy the 15th inst., and arrived in Swatow the 16th, had strong N.E. monsoon and squally weather. Left port same day, and from thence to port had moderate winds from N.E. and fine weather. In Foochow: S. S. *Cassandra*, and *Nights Navigator*.

In Swatow: S. S. *Chiffo*, and H. M. S. *Moquito*.

In Swatow: S. S. *Tintin*, *Hai-shan*, and R. C. *Fei-hoo*. Met a steamer (*Diomed*) off Chafel Island.

The Chinese steamer *Me-li* reports: Left Haiphong on the 8th inst., arrived in Hoilow on the 9th. Had fine weather and light air across the Gulf. Left Hoilow on the 10th with a light breeze from the N.E., and fine weather. On the 11th wind increasing from the N.E. with cross sea. In the morning of the 10th blowing a stiff gale with heavy squalls and a high sea, anchored the same day under Concock Island, and remained at anchor 3 days and 15 hours. On the 16th got underweigh and had stiff easterly winds and high sea till arrival.

The British steamer *Dale* reports: Strong S.W. winds to Cape St. James, from thence to port strong winds and heavy squalls from E. to N.E.

POST OFFICE NOTICES.

MAILS will close:—

For SHANGHAI.—Per *Glenarney*, at 10.30 a.m. To-morrow, the 18th inst.

For SWATOW AND AMOY.—Per *Cheong Hock Kian*, at 11.30 a.m. To-morrow, the 18th inst.

For BANGKOK.—Per *Damby*, at 2.30 p.m., on Thursday, the 18th inst., instead of as previously notified.

For SHANGHAI, YOKOHAMA, AND HIOGO.—Per *Scindia*, at 5 p.m. To-morrow, the 18th inst.

For SAIGON.—Per *Paladin*, at 5 p.m. To-morrow, the 18th inst.

For AMOY AND SHANGHAI.—Per *Ajax*, at 10.30 a.m., on Friday, the 19th inst.

For SAIGON.—Per *Panambuco*, at 2.30 p.m., on Friday, the 19th inst.

For PORT DARWIN, COOKTOWN, SYDNEY, MELBOURNE, &c.—Per *Memur*, at 11.30 a.m., on Thursday, the 19th October.

MEMOS. FOR TO-MORROW.

Shipping.

7 a.m.—*Loudoun Castle* leaves for Shanghai, &c.

11 a.m.—*Glenarney* leaves for Shanghai.

Noon.—Auction of Valuable Building Lot.

General Memoranda.

FRIDAY, September 19:—

Daylight—*Scindia* leaves for Shanghai, &c.

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

9 p.m.—Billiards at the Hotel de l'Univ.

MONDAY, September 22:—

Goods per *Loudoun Castle* undelivered after this date subject to rent.

Goods per *Glenarney* undelivered after this date subject to rent.

THE HONGKONG DISPENSARY, Established A.D. 1841.

香港大藥房

A. S. WATSON & Co., FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS, IMPORTERS

OF DRUGGISTS' Sundries, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES

OR MANUFACTURERS

Soda Water, Lemonade, Tonic Water, Gingerale, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufacture is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 8.30 p.m.

THE CHINA MAIL.

HONGKONG, WEDNESDAY, SEPT. 17, 1879.

A CORRESPONDENT writes to say that we have been silent of late about the famous "coolie" business now being done from Whampoa to Honolulu. It is a question whether anything more can be done under this head than has already been attempted. Only a week or two since we remarked upon the highly prosperous position taken up by the Chinese in the Sandwich Islands, and upon the likelihood of their soon becoming the ruling power in the country. Time and again have we expostulated with the Government here, and protested against the action taken by Mr. Hennessey in regard to this matter. We have refuted His Excellency's statements and disproved his charges against the honesty of the trade; but all to no purpose. The Committee of the Tung Wah Hospital was consulted; and as the advice of that body appears to be in favour of His Excellency's bias on the subject, the views of those who ought to know, official as well as unofficial, were thrown to the winds, and the honest, wholesome trade was deliberately driven away from Hongkong. As has been previously remarked, this branch of commerce is now flourishing to the benefit of German and other ship-owners, and the exclusion of Englishmen. It is a somewhat significant comment upon the policy of this Government, acting it may be with the sanction of the Home authorities, to find that even the steamers of the China Merchant's S. N. Co.—the project of the great Li Hung Chang—are now engaged in this enterprise, and that one of those vessels will shortly leave Whampoa full of the so-called "slaves" for Honolulu. It is also reported that the German steamer *Electra* will leave Whampoa in a day or two for the same destination, with between 400 and 500 Chinese passengers. Many of these emigrants, we are assured, come from Macao and have already been engaged in sugar-planting. If this trade were not most perfectly honest in its nature, it is to be for a moment presumed that the Chinese authorities would thus openly encourage and assist it? There is yet another consideration. These vessels carry a goodly quantity of cargo, and cargo from Hongkong for Honolulu has actually to be taken to Whampoa, re-shipped there into foreign bottoms, and taken on to the Sandwich Islands. And forsooth, the British authorities will doubtless coolly inform us that they exist for the protection and encouragement of British trade and commerce! It would seem that the vessels engaged in this legitimate trade find it advisable to proceed to Whampoa, without even passing through Hongkong harbour, in the belief that the Tung Wah Hospital Committee might report them to the Governor as slave-ships. So much for the fostering of one branch of honest trade, under ill-advised and misleading advice.

THE Japan Weekly Mail is engaged in the movement to obtain for Japan her sovereign rights, but that journal seeks to carry the point by writing in a moderate and respectable tone. In an article published on Aug. 30th the *Mail* enters upon a discussion of sovereign rights in the abstract, and refers to that of extra-territorial jurisdiction which has been waived by Japan. Then this jurisdiction or judicial power is analysed, and the analysis is made to lead up to the conclusion that, as this privilege given up by Japan to foreign powers is

no more than a mere judicial power, the original legislative power of the State over foreign subjects remains unimpaired. Notwithstanding all the apparent erudition of the argument, however, this appears to us to be a distinction without any material practical difference. If, as is generally maintained by the authorities on the subject, the full privileges of extra-territoriality place the subjects of foreign nations under the protection and government of their own laws, and no other, then it becomes immaterial what other laws may be passed by Japan, so long as they are not applicable to the subjects of foreign States enjoying such exceptional privileges. It is difficult, therefore, to follow our contemporary's line of argument with any good result. He says:—

It is a rule of legal interpretation, no less than of sound reason, that all powers of sovereignty not expressly conferred by a state, are necessarily reserved. The jurisdiction expressly conferred upon the Consular Courts, in civil suits, being a judicial power solely, it therefore follows that the original legislative power of the nation over British subjects and Americans living within its territory, for the general purpose of maintaining the order and safety of society and for the regulation of all their contracts, acts and dealings, not restrictive of or inconsistent with the exercise of the judicial power so conferred, remains unrestricted, and unimpaired. By no process of reasoning then, and by no rule of interpretation known or accepted among jurists, can the exemption thus secured to British subjects or Americans from the judicial power of Japan, be taken to imply an immunity to these persons from the legislative power of Japan. We are not unmindful of the fact that many writers on public law have claimed that the subjects of the Christian Powers, resident in the Mahomedan States in the Levant, are entitled to the full privileges of extra-territoriality; and that in some instances the Christian powers themselves have claimed to exercise and enjoy the same power, authority and jurisdiction over their subjects in the states of the Levant and in China as if that jurisdiction had been acquired by cession or conquest of territory. Whether the subjects of Christian Governments living in Turkey and Egypt are indeed entitled to complete extra-territorial immunities and privileges, we will not now stop to inquire

frontier and exchanged visits of the most friendly character.

The *Rising Sun* has heard, on good authority, that three high Government officials have been assassinated in Tokio, but as it is a matter in which the Government is concerned, full particulars will probably not be known for some days.

The steam yacht *Abdon*, says the *Nagasaki Rising Sun*, has been towed over to Inase, and beached there, for the purpose of cleaning and painting her hull. She was to leave shortly for the Inland Sea. It is reported that Mr. Aylesbury intends spending the shooting season in the vicinity of Shanghai.

The Shanghai *Courier* says:—The *New-Chuang*, from Tientsin, reports extraordinary strong freshets in the Peiho, owing to heavy rains and inundations up country. Captains of vessels were requested by the authorities not to swing their vessels abreast of the settlement, to avoid any damage being done to other ships. It is suggested as desirable, and for the benefit of all concerned, that a proper mooring pile be erected in a suitable place below the shipping, with a qualified person to look after the ropes, to assist vessels in turning round.

Quits a fleet of British men-of-war arrived at Nagasaki during the week ended the 6th instant. The *Pegasus*, a new composite sloop, arrived on Monday, the *Grouper* and *Sylvia* returned from cruising on Tuesday and Wednesday respectively, the *Vigilant*, with Admiral Coote on board, also arrived on Wednesday, followed by the *Iron Duke* on Thursday. The Japanese corvette *Nishin Kwa* arrived on the 30th August. The *Vigilant*, with the Admiral, leaves to-day (6th) for Chefoo. The *Iron Duke*, *Pegasus*, and *Grouper* are expected to leave shortly. The *Hornet* and *Sylvia* will probably remain. The Russian gunboat *Nerpa* steamed down the harbour yesterday (September 6th) and returned shortly afterwards.—*Nagasaki Rising Sun*.

SUPREME COURT.

IN SUMMARY JURISDICTION.
(Before the Hon. the Acting Puisne Judge,
J. J. Francis, Esq.)

Wednesday, Sept. 17.

GOMES v. ALABOR, £180.—This was a claim for rent and taxes for the months of June, July, and August, for house No. 4 Stanley Street, occupied by defendant. Mr. Stephens appeared for plaintiff, Mr. Denny for defendant.

Mr. Denny admitted £129 of the claim, and disputed the balance, on the ground that his client had been compelled to leave the house before the end of August. His client had received notice on August 31st, and that arrangement would have stood good, had there been no interruption, but as his client was compelled to go and live in other premises before his lease expired, he held that the rent for that month was not due.

Johannes Alabor stated:—I rented the house No. 4 Stanley Street from Mr. Gomes, and received a notice from him on the 7th July to leave the premises on the 31st of August. About the beginning of last month, a lot of workmen came to the house and put up a scaffolding on both sides of it; stones were placed in front of the house, quite close to the door and taking up part of the doorway. This caused me a deal of inconvenience, as I could not close the shutters on account of the scaffolding, and was compelled to close the windows for safety. On the 26th of the month, while I was in my office, I heard a crash above me, and on going up stairs, found that part of the ceiling and roof of the house had fallen down. I could see the sky quite plainly through the hole in the roof. The furniture, tables, chairs, sideboard and floor were covered with mortar and dust. I was afraid to live any longer in the house, and immediately removed my furniture to another house.

Witness on being asked by Mr. Stephens why he did not write and inform Mr. Gomes of the inconvenience he was being put to, replied that he thought Mr. Gomes knew what was being done. Witness further added, in reply to Mr. Stephens:—I took away all my goods on the 26th of the month, and did not send the key of the house to Mr. Gomes, because there was no key to send. I never had a key; the door was always closed from the inside.

Mr. Stephens, in reply to a question by His Lordship, said he wished to prove the fact that the work of repairing the house was not commenced before the first of September, and that the men who were at work there were not employed by his client at all.

His Lordship informed Mr. Stephens, that it was no use bringing forward a fact of that description unless it involved a question of law. He was only wasting time in so doing.

Mr. Denny to witness: Did you think Mr. Gomes knew that alterations were going on?

Witness: Most decidedly so.

His Lordship: What made you think so?

Witness: Because the work was being done. I wrote to Mr. Gomes that I would leave; I had heard outside that the house was sold, but did not know the date. I had not written to Mr. Gomes, complaining of the inconvenience. The workmen were not there at my request.

Mr. Stephens, in reply to his Lordship, said, the house in question was sold in the beginning of July, and the agreement made and signed on the 7th for the house to be given up on the 31st of August.

His Lordship expressed a wish to see the transfer of the sale, which was sent for.

Hans Kiser said:—I know the house No. 4 Stanley Street; my office was there; I moved from there some six or seven days before the end of August.

In reply to Mr. Stephens, witness said:—I am sure I moved out in August; it was on Monday or Tuesday of the last week in August. I saw the water coming in; the scaffolding had been up in front of the house for a fortnight or so before I left.

F. Degener said:—I had an office in Stanley Street, which I left on the last Saturday in August. The defendant in this case left the house some five days before I did. He told me the water was coming in at the roof and spoiling his furniture, and that he would have to leave a "chop chop." I went up and looked at the roof and could see the sky through it. There were lots of workmen there; they were taking up the floor. I did not see them taking the tiles from the roof.

The transfer of sale was handed in to his Lordship, who, after reading it, informed Mr. Stephens that his client had parted with the right of the property on the 7th of July, before he had any right to do so. He had not given his tenant any notice of the change of landlord, and he might as well talk to the moon as tell the purchaser of the property until the last of Sept. to do with the property until the last of Sept. Mr. Gomes had absolutely parted with the property on the 7th of July, and was bound to be held liable for what the purchaser did to the detriment of the tenant until the lease expired. The purchaser had a perfect right to do as he liked with the property, and if he (Mr. Stephens) had only looked at the transfer of sale, he would not have come into Court, as he had no case at all. His Lordship gave judgment for £129, the amount admitted, without costs.

ARNHOLD & ORS. v. JAMES LOWE, £285.53.—Mr. W. H. Brereton appeared for plaintiff, Mr. Johnson for defendant. This was a claim against the Captain of the *Agnes Muir*, for £285.53, for alleged short delivery of weight of old iron and wire rope, in this colony, the defendant being the master of the Scottish ship *Agnes Muir*.

Mr. Brereton said his clients sought to recover the value of a portion of old iron, and wire rope, shipped by their firm in London, by the *Agnes Muir*, which defendant wanted to deliver here. Messrs. Arnold, Karberg & Company of Hongkong, received from their London firm a bill of lading for 82 coils of wire rope and bundles of old iron. No weight was stated on the bill of lading, which was signed by the Captain. Messrs. Arnold, Karberg & Company of Hongkong, received an invoice from their London firm stating the weight of the coils and bundles to be 48,960 lbs. and freight for that amount of cargo was received in London. Mr. Brereton explained that the terms, coils of wire rope and bundles of wire, were well understood in the trade, and that a small piece did not mean a bundle, but the meaning was a number of lengths tied together. His clients had experienced difficulty in getting delivery of the consignment when the *Agnes Muir* arrived, and the ingenious device had been resorted to of cutting the coils and bundles so as to make up the number of lots stated on the bill of lading.

His Lordship informed Mr. Brereton that he was imputing deliberate fraud against the master or mate of the ship, or whoever might be in charge of the cargo.

Mr. Brereton proceeded to state, that from the bill of lading it appeared that 82 coils of wire rope were signed for, and no mate of a ship would be such a fool as to sign a bill of lading for a coil of rope when he only received a piece of about one yard long, with a twist in it. And as for the bundles of wire and iron, it was impossible to say that one piece made a bundle. This would be much the same as if the mate signed for a bundle of one hundred shovels and only received one. When the consignment was landed and weighed it was found to be considerably short in weight, and the mate of the *Agnes Muir* was spoken to on the matter, and said,—"I've given you your 102 lots." The first quantity received was 28,291 lbs., but six days afterwards, another 1806 lbs. were delivered, leaving his clients short of 14,363 lbs. It was found that the mate had been selling old iron, and the agents Messrs. Meyer & Co., were informed of it and admitted it in a letter to Mr. Arnold, and stated, that what the mate had sold was some iron belonging to the ship, and the sweepings of the hold after the cargo had been discharged, and that the Captain of the *Agnes Muir*, refused to recognise any claim of Messrs. Arnold, Karberg & Co., and that they, the agents, could do nothing in the matter. Mr. Brereton held that the admission of the mate that he had sold iron to the extent of 800 lbs. made him out a wrongdoer.

His Lordship wished Mr. Brereton to explain how, although the iron were weighed previous to going into the ship, he could prove that the iron that was weighed at the dock-gates, was the iron that went on board the ship.

Mr. Brereton explained that it was a custom of trade. The railway runs into the dock; the goods are weighed by the dock people and the weight signed by the dockmaster and freight paid accordingly, the master of the ship accepting the weight, and receiving freight for the same. And although the weight was not stated on the bill of lading, he would prove by Mr. Arnold that such was the custom.

Jacob Arnold said:—I am head of the firm of Arnold, Karberg & Co. Messrs. A. Runge & Co. are a branch of our firm and transact the London business, shipping and other business. I was for eight or nine years in London managing their business, and can speak to the custom adopted by my firm in shipping goods. The practice is—

Mr. Johnson objected to this as it was not a recognised general custom that Mr. Arnold was able to speak to.

Mr. Brereton endeavoured to insist that Mr. Arnold knew what had been done at the shipping of the iron in question.

His Lordship: How could he possibly know that, Mr. Brereton, when he was in Hongkong?

Mr. Brereton: From the invoice, my Lord.

His Lordship: How can he possibly know anything about it, he only knows what his clerks write out. What they may write is no evidence against Captain Lowe and cannot be admitted. There were, his Lordship remarked, and Mr. Brereton knew this perfectly well, such things as "salted" invoices, and although he did not impute anything of that sort to the defendants, anything that may have been written by the shipping clerks in London respecting the consignment, could not be admitted. He must uphold Mr. Johnson's objection.

Mr. Arnold's examination continued:—My firm deals largely in this sort of material. I cannot tell of my own knowledge how many coils and bundles were delivered. I have seen the iron in my godowns and had conversation with the mate of the *Agnes Muir* as to the quantity delivered, and admitted having sold some iron. I cannot tell the exact words he made use of, but he said either 800 lbs. or 8 pounds, was what he had sold. I wrote to the Captain and Agent and told them what had taken place between myself and the mate. This was after I found that the iron, after being weighed, was short weight. As a rule the iron is weighed as it is being passed into the godown. I received a reply to my letter to Messrs. Meyer and Company, stating that the Captain held that the bills of lading had been delivered, and that he refused to accept any responsibility in the matter. Six days after I received the

letter, five more coils of rope, similar to that in Court, were delivered and weighed 1306 lbs.; they are fair average coils. I afterwards saw Mr. Meyer and spoke to him about the matter and received another letter from him, stating that he had seen the Captain. The Captain had found out that what the mate had sold, 800 lbs. of iron, was the ship's iron and sweepings. The Captain would not recognise the claim for short delivery, and he (Mr. Meyer) could do nothing in the matter.

By Mr. Johnson:—We have many shipments of iron in coils and bundles, mostly in coils. I cannot say how many coils were received or whether the two pieces now in Court were delivered, nor can I say that the iron was not stolen by the coolies while it was being conveyed from the ship to godown.

Mr. Brereton wished to prove that the iron had not been stolen on the way from the ship to the godown.

His Lordship remarked, that Mr. Brereton knew as well as the Court the value of Chinese evidence of that sort, and that in a case like this it was not to be relied on at all.

Mr. Arnold's cross-examination resumed:—As a rule the goods consigned to our firm are marked, and according to the invoice of this iron, it should have been marked with a piece of canvas on each coil and bundle bearing the letter.

By His Lordship:—The canvas is generally pasted to the iron by a piece of wire. A great number of the coils and bundles are so marked. Bundles of iron, as far as I know, are always made up of short lengths. All wire rope is coiled whether it is old or new.

Mr. Johnson: You say that all the iron received was not tallied, meaning that some had not the letter H on it?

Witness: What I mean was that all the iron was weighed as it was taken into the godown, and that some of it was not marked; how many lots I cannot say. The five coils received last, were not marked.

Mr. Johnson: I understand by the word "tally" that it means the iron was sent in so quickly that it was not marked.

Witness: I never heard that meaning applied to the word "tally."

His Lordship: I never heard it so used. Mr. Arnold, in reply to His Lordship, stated that the iron had been sold at \$2.40 per picul and that the value of the 800 lbs. sold by the mate would be \$12.80.

Chan Aik, a coolie, in the employ of Messrs. Arnold, Karberg & Co., said:—I have been employed five years with my present employers. I know the English ship consigned to Messrs. Meyer & Co., and went to the long Pier on the 13th August to take delivery of iron wire and rope. I was told to get 102 lots, and got them; there were 82 coils and 20 bundles.

By His Lordship:—I was told by the godown keeper what I had to receive; he wrote on the paper before I went to take delivery, "82 coils and 20 bundles."

Mr. Brereton: Did you get that quantity?

Witness: The mate made no division. I said there was no mark, and they were not ours. I kept a tally book.

His Lordship: Have you got that book?

Witness: The godown keeper has it.

His Lordship: What is the use of your coming into Court without a tally book?

Mr. Brereton, you must have known that it would be required; this is only wasting time.

Evidence resumed:—I got 102 lots without distinguishing them as coils or bundles; eight of the bundles were marked; some were smaller than those in Court, about 8 or 10 lbs. weight; some were marked, some were not. I did not notice any marks on the two separate pieces, of the 82 coils 16 had no marks, the others were marked.

His Lordship: Did you note that in your book when taking delivery?

Witness: No; after going to the godown I marked that in the book, also 82 coils 18 bundles 2 single pieces.

The tally book produced and bore entry, "Received 102 lots of iron."

Evidence resumed:—Several days afterwards I received 5 more coils from the ship; all the iron I received I took to the godown of my master; some of it was being passed into the godown as it was weighed and taken charge of by the godown keeper. There are some pieces of iron in the godown like those two in Court.

Cross-examined by Mr. Johnson, witness said:—Those are the only two single pieces I took delivery of; I took them as a whole. Some of the bundles taken delivery of were not so large as the bundles now in Court. Some of the bundles were made up of long pieces such as the two single pieces, but I cannot say how many. Delivery was taken over the ship's side while she was at the long pier. I was on the dock while delivery was going on. The iron was put into a cargo boat. After delivery was completed, I signed the mate's paper, and returned to Hongkong. On the cargo boat there was no cargo other than the iron on the boat; there were seven or eight people on board; we went straight from the ship to the door of my firm, and told the godown keeper that the cargo of iron had been taken delivery of. Street coolies were employed to carry it into the godown. I do not remember exactly, how long we were in taking delivery from the ship and getting the iron put into the godown.

Mr. Johnson: Why did you sign the bill of lading when you knew the cargo was not what you had been sent for?

Witness: The mate said the bill of lading showed that some were marked and some were not. I took his word, and was willing to sign the receipt.

By His Lordship:—Of the bundles received there were four marked and sixteen of the coils were marked.

His Lordship: Did you look into the ship's hold?

Witness:—After delivery was completed, I saw there was more wire rope on the ship was more empty.

Our cargo had been stored in the hold near the foot of the pier.

Chun Ayang, who has been godown-keeper to Messrs. Arnold, Karberg & Co. for nearly 14 years, said:—The weight of the iron received from the *Agnes Muir* on the 26th day 6th moon, August 13th 1879, is in my handwriting. The whole of the iron received on that day, with the exception of that now in Court, is still in the godown. There were sixteen coils and fourteen bundles without the hong mark. I counted them myself.

By Mr. Johnson:—Half an hour after the iron came in I weighed it. I did not count the bundles or coils myself; I know by the bamboo tallies; some of the coils and bundles were loose, and some small pieces had fallen out. I asked the other men if the two pieces now in Court—

His Lordship: Ask that man what he meant by saying he counted them when he did not. I now fine him \$10. Mr. Sangster, instruct the bailiff to see the fine paid before he leaves the court.

Mr. Brereton tried to explain it was a Chinese habit.

His Lordship: I'll correct that habit so far as I can, and make him tell the truth in the witness box.—There is no evidence as to weight being put on the ship; this statement of weight does not bind the Captain in any way; there is nothing on the bill of lading about weight of iron, only freight on iron put on the ship in London, which fact cannot be ascertained here. A man must see a thing to be able to swear to it. The mate had no right to sell an ounce of iron that was in the ship in the form of sweepings or in any other form; and the Captain is willing to pay for the 800 lbs. sold. I will non-suit plaintiff, without prejudice to any action that may be taken hereafter.

Mr. Johnson applied for costs, as his client had a full answer to the charge.

His Lordship: Each party must pay his own costs.

Mr. Brereton applied that the fine of \$10, imposed on the godown keeper, be remitted, as his mistake was unintentional.

His Lordship said: The loose system the Chinese have of answering questions has a direct tendency to deceive, and I want it to be put a stop to; but I will let him off this time without imposing the fine, as I now think he did not tell the truth wilfully or corruptly, but he must not do the like again. A man of his character and position is trusted, and every word he says is believed. He must take this as a lesson. I have not let him off on account of his good character, nor out of respect for Mr. Arnold, but because I believe he made a wrong statement without due consideration.

SPENCER v. MONTGOMERY, £197.50.—This was a claim for the value of certain household articles, principally images, and pictures in lieu of the articles themselves, which the plaintiff alleged to be in the possession of the defendant and which he said belonged to him, having been the property of his first wife. Some of the articles the defendant was willing to give up, and other items in the claim were disputed. Mr. Denny appeared for the defendant. From the evidence of the plaintiff and a boy of 13, his son, it appeared that a large number, nearly all of the articles claimed had been given up. The boy had gone for them to her house and had signed a list then which corresponded with his statement in the box now. The defendant had never looked over the articles the boy had brought home, he had simply taken the list from his little son's words. On that ground the Court dismissed the summons with costs, giving Mr. Spencer liberty to bring another suit after he had looked carefully over the articles in his possession. He would also have of course, to pay costs. He had no right to bring a suit for the possession of these articles when he was not certain that he had not received them. Mr. Spencer in the witness-box was smartly reproached by his Lordship for the way in which he answered the questions put to him. Asked by the Court whether, when he left Mrs. Montgomery's house where he had been living for some considerable time, he owed her rent &c., he said:—"I suppose so" and had to say "Yes" only when the question had been repeated three times. If afterwards turned out that he was due Mrs. Montgomery \$195, for which amount she got judgment against him the other day in this Court. In the same way he at first "was not aware" that the defendant was his first wife's sister, and it was only after the question was asked three times that he said she was not. "Was she her cousin?" "No." The prices put opposite the articles in the plaintiff's list of particulars were, his Lordship remarked, simply ridiculous, and Mr. Denny stated that it had only been after the claim of \$195 for board and lodging was recovered that this extraordinary claim had been made up. The amounts could not be admitted for a moment. The Court suggested that Mrs. Montgomery might look carefully through the articles in her household furniture, and if anything had by mistake been overlooked return it at once to save trouble. Mr. Denny said his client would do this. There was a dog in Court which was once Mrs. Spencer's; her client did not desire to feed it longer if Mr. Spencer was to come in and claim it later. He might as well have it now. Mr. Spencer who had left the Court-room was called back and asked about the dog. He said it had been given as a present to Mrs. Montgomery some months ago.

Police Intelligence.

(Before C. P. Creagh, Esq.)

Wednesday, Sept. 17.

THE \$17,000 CONSPIRACY CASE.

REGINA (WONG MING LEONG) v. CHUN SHU YEE AND OTHERS.

In this case Chun Shu Yee, Tam Yew Tong, are charged, with two others not now before the Court, namely Ho Chui Tin, and Chui Fan, with conspiring to cheat and defraud the complainant by inducing, by false pretences, his son, a youth of 19 years of age, to sign a promissory note in favour of the first prisoner for \$17,000.

Mr. Haynes, instructed by Mr. Brereton, appeared for the prosecution; and Mr. Ng Joohey for the second.

The case has already been reported at considerable length.

Wong Ming Leong, I am an expectant son of a general division, Governor of Kwong Kwoh Chin. He is 19 years old, his style is Lan Shan. He was never known as a son of his father. His name has been changed more than ten years. He lives with me in my family house at Canton. I have a shop in the same street, ancestral property. My younger son, who also lives with me in my family house, has no means of his own. He has nothing, save what I choose to give him. He is a student and is destined for Government service. We hope he will get the degree that Europeans call Bachelor of Arts. If not he will go into business. I first heard about these arms and this promissory note on the 1st June, when the demand was made by the two defendants and another man whom I did not know. They came to

my shop and made this demand. I never authorised my son to purchase arms for the Chinese Government or to give any such promissory note. He was studying at school the whole time. I did not know Ho Chui Tin or Chui Fan, nor either of the prisoners, until the 27th June. I did not see them the first time they came. I only heard of them having been there from a shopman Tam Chun. On the 28th June I first saw the first defendant and a foreigner in my private study in my own house. The foreigner said he belonged to the British Consular office. They had a conversation with my nephew. They sent in two small slips of paper which the foreigner took away. Subsequently a summons from the Magistrate was brought by the soldiers sent from that district to my house. This was on the 19th July. I did not see the soldiers. Quite recently, so late as the 11th August (or as I think 14th), I received a letter from Admiral Lau, that was served on me in Canton by the runners of the Yamen. In it I am warned to bring my son up to the Court to allow of this matter being fully enquired into.

Cross-examined by Mr. Denny:—I have never seen the constable at all who came to my house. I only heard of it. Then I did not know who the Wong On was, for whom they were looking. I know now who the person is who used that name and signed that note. My son Wong Kwoh Chun, I did not send him to the Nanhoh Magistrate as requested, because this is a Hongkong business. I knew that the British Consul at Canton had been applied to, to get payment of the \$17,000. I knew that when the constable came to my house. I did not go to the Consul because I had to come down to Hongkong to see how it all happened. I did not tell the Nanhoh Magistrate because the note was executed here, the stamp was a Hongkong one, all the parties were here.

Mr. Denny: Is it because you prefer British law to Chinese law?

Witness: Every one has his own taste or opinion. I came down here to enquire. I find out the facts here and I choose to prosecute here. I am the plaintiff. These men and my son, I say, conspired together to defraud me. I consider my son a bad boy, as bad as any of the others. He studies at home. Since the beginning of last year I have seen little of him. He has gone away from the house sometimes for several days. I do not know whether he came to Hongkong or not. He is very young, he is only a school boy; but he is so big and so bad that I have no control over him; he goes his own way. I do not know what he was doing last year. I employed a teacher to teach him, but I do not know whether he attended to his work. If he was clever enough he was to become an official, if not he was to go into business. I wished him to become a mandarin by and by; he knew that. He is too young yet. He could not pass an examination now, he has been rather lazy. If he had purchased a button I would not have paid for it. I have no money. I was formerly rich, but am not now. I have no money at all, not a cash. I did not send my son to the Nanhoh Magistrate because I was here in Hongkong. I did not send him to the Consul at Canton because the prisoners were here. My reason was not that I was afraid of the Nanhoh Magistrate's questioning me, I brought the case here because it was a Hongkong business. I was aware that by the law of Hongkong a father is not answerable for his son's debts. That is the reason I came here. The Sun Yee has commenced proceedings in the Consulate for \$17,000 against Wong On, and my son had commenced an action in the Supreme Court to restrain Nam Sun Yee from proceeding with his action against Wong On before the Nanhoh Magistrate. I have not been sued, but if this Wong On cannot be found, the father will be held responsible. They trusted Wong On; they should look to him for payment. It is my opinion they ought to sue Wong On. I was told by Leong On (Mr. Gibb's comrade). Mr. Denny explained, of Tung Wah hospital celebrity) to bring him down here. My son swore an information against Chun Shu Yee. I did not tell him what to say. I took my advice of my solicitor on the information being sworn. I am still angry with my son for trying to swindle me in this way. I never told my son of Chun Shan Yee's bankruptcy.

Cross-examined by Mr. Ng Joohey:—When my son stayed away from his studies I did not know whether or not he came down here. I never heard of him being down here last year. I don't recollect where he was during the 9th moon last year. He was so much away I cannot say that he was not down here then. I never brought him down here, either last year or the year before. I do not know as a matter of fact that he has ever been down here before. As far as I knew until this year, he had not any name but one. I do not know how many names he used or passes by. I know his milk name Kwok Chan Sam and his style of Wong Lan Shan. He has no school name, but is called Achan. Sometimes boys get names from their tutors; not always; I never did. I got my expectant majority for merit for services in the provinces under Tong Po Tain as Governor. Wong On got his promotion by merit, too. Wong Kwok Chun is entitled to a portion of the family property when he becomes of age or marries. The second defendant I never saw until I came to Hongkong. I am aware that a father is not responsible for his son's debts in China any more than by the English law; but if a father cannot pay his own debts, his son must. That I know perfectly well. If my son was owing money they would come to look for him every day; in this case they would worry me every day to make me find Wong On. The constables came to my house looking for Wong On, and bothered the inmates.

Re-examined:—If I could not produce Wong On they would worry me till I paid. They have been there three times, and if I go back again they will worry me more. I have some ancestral property. I have several sons, one by each wife.

Case adjourned till Tuesday next, the 23rd inst., at 11 o'clock.

A ROGUE AND VAGABOND.

Cheng Aping, a rogue and vagabond having no appearance of being a working man, for gambling on the 16th inst., was fined \$10, in default one month's hard labour, and was ordered to be exposed in the stocks for six hours at the Praya Central, near Blackhead's godown.

(Before the Hon. O. B. Panket.)

Cheng Aping, a rogue and vagabond having no appearance of being a working man, for gambling on the 16th inst., was fined \$10, in default one month's hard labour, and was ordered to be exposed in the stocks for six hours at the Praya Central, near Blackhead's godown.

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Cheng Aping, a rogue and vagabond having no appearance of being a working man, for gambling on the 16th inst., was fined \$10, in default one month's hard labour, and was ordered to be exposed in

Mails.



STEAM FOR
SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUEZ, MALTA,
BRINDISI, ANCONA, VENICE, MED-
TERRANEAN PORTS, SOUTH-
AMPTON, AND LONDON;
ALSO,
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Hongkong, September 10, 1879. 5023

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Demerara, and to ports in Mexico, Central
and South America by the Company's and
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Freight will be received on board until 4
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and Freight, apply to the Agency of the
Company, No. 8, Praya Central.

RUSSELL & Co., Agents.

Hongkong, September 8, 1879. 5001

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STATES AND EUROPE,
IN CONNECTION WITH THE
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RAILROAD COMPANIES

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and South America, and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 15th October. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A REDUCTION is made on RETURN PAS-
SAGE TICKETS.

Consular Invoices to accompany Over-
land, Mexican, Central and South American
Cargo, should be sent to the Company's
Office addressed to the Collector of Customs,
San Francisco.

For further information as to Freight
or Passage apply to the Agency of the
Company, No. 37, Queen's Road Central.

H. M. BLANCHARD,
Acting Agent.

Hongkong, September 12, 1879. 5016

Intimations.

NEWS FOR HOME.

The Overland China Mail.

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THIS Mail Summary is compiled from
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twice a month on the morning of the
English Mail's departure, and is a re-
cord of each fortnight's current history
of events in China and Japan, con-
tributed in original reports and collated
from the journals published at the various
ports in those Countries.

It contains Shipping news from Shanghai,
Hongkong, Canton, &c., and a complete
Commercial Summary.

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Intimations.

NOTICE.

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HOUSE, Queen's Road Central, are
Open Daily for the use of MEMBERS from
9 a.m. to 6 p.m.
Special Days—TUESDAYS and FRIDAYS,
from 12 to 12.30 and 4 to 4.30 p.m.
Applications for admission as Members
to be addressed to

E. GEORGE,
Secretary.

Hongkong, June 18, 1879.

CHINA FIRE INSURANCE COM-
PANY, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR
1878, AND TO THE 30TH JUNE, 1879.

SHAREHOLDERS in the above Com-
pany are requested to furnish the
Undersigned with a List of their CONTRI-
BUTIONS from the 1st January, 1878, to
the 30th June, 1879. In Order that the
Portion of the NET PROFITS to be Re-
served for CONTRIBUTORS may be as-
certained. Returns not rendered prior to the
31st OCTOBER NEXT will be adjusted by the
Company, and no Claims or Alterations
will be subsequently admitted.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, August 2, 1879. 501

YANGTZE INSURANCE ASSO-
CIATION.

NOTICE.

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ment, the Directors have declared a
DIVIDEND to POLICYHOLDERS for the
FIFTEEN MONTHS ending 31st Decem-
ber 1878, of THIRTY-THREE PER CENT.
ON THE NET PREMIUM CONTRIBUTED,
payable at our OFFICE on and after the
15th Instant.

POLICYHOLDERS are requested to send in
particulars of their Contributions.

By Order of the Directors,

RUSSELL & Co.,
Agents.

Hongkong, May 5, 1879.

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Hongkong, July 25, 1878.

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In accordance with the Company's Articles
of Association, Two Thirds of the Profit,
are distributed annually to Contributors
whether Shareholders or not, in proportion
to the net amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

J. BRADLEE SMITH,
Secretary.

Hongkong, December 9, 1878.

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COMPANY OF

MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling
of which is paid up £ 100,000 "
Reserve Fund upwards of £ 120,000 "
Annual Income £ 250,000 "

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.

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Hongkong, October 15, 1868.

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COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
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Hongkong, January 1, 1874.

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Vessels in Harbour, at the usual Terms
and Conditions.

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Agents, Hongkong & Canton.

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grant Policies against FIRE to the
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usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
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Hongkong, July 6, 1875.

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His Majesty King George The First,
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Agents for the above Corporation are
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Policies at current rates payable either
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Hongkong, July 25, 1872.

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Siam and Penang.

Risks accepted, and Policies of Insurance
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JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

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Section. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard. 7. From Naval Yard to the Pier. 8. From Pier to East Point.

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